In the specification:

Page 11, amend paragraph in lines 4-18 as follows:

The drive motor 1 which is formed as an electric motor as shown in Figure 1 is located between two transmissions 2 and 3 which produce the vertical movement of a vehicle seat. The angular transmission 2 which provides a vertical adjustment is a transmission with a short path of its threaded spindle 12. The angular transmission which is identified with reference numeral 3 has a lifting path which exceeds the lifting path of the above mentioned angular transmission 2. For synchronous driving of the both angular transmissions 2 and 3, the drive motor 1 is provided with two driven shafts 5 and 6. A coupling element 7 is connected to the driven shaft 5 by a driven element 8. The coupling element 7 drives with a multi-wedge profile 9 of the angular transmission with the short lifting path. With this drive, a threaded spindle 12 which extends downwardly from a transmission housing 14 is driven in rotation. The threaded spindle 12, in turn, is mounted on a bearing flange 4, in which a perforated plate 13 is received, as can be seen from Figure 2.

Page 12, amend the paragraph in lines 1-14 as follows:

The drive motor 1 which is formed as an electric motor includes on the other hand a long driven shaft 6 which acts through a driven element 11 with a longitudinal compensation, for example a multi-wedge profile or a similar element, on a coupling element 10. The coupling element 10 at the transmission side is connected through a multi-wedge profile 9 with the angular transmission 3 with a higher lifting path. The threaded spindle of the angular transmission 3 is driven in rotation through the coupling element 10 and the drive shaft 6, and through the force transmitting elements 11 or 9. ~~The~~This angular transmission, analogously to the view at the opposite angular transmission 2, is articulated to a bearing flange. Instead of the above mentioned multi-wedge profiles 9, 8, 11, it is possible to use other coupling elements which provide a longitudinal compensation or a longitudinal expansion, such as for example a number of keys at the force transmitting locations.

Please amend the paragraph bridging pages 12 and 13 as follows:

A sectional view through the angular transmission with a shorter lifting path with a total support in bearing flange is shown in Figure 2. The angular transmission 2 shown in Figure 2 is illustrated in a longitudinal

section. The spindle 12 mentioned in connection with Figure 1 is received in the transmission housing 14 of the angular transmission 2 with a short lifting path. The threaded spindle 12 is formed rotation-symmetrically to its axis of symmetry 22 and embraces an expanded threaded head region which carries an outer transmission, cooperating with an inner transmission 17 of a threaded sleeve 15. The threaded sleeve 15 which has a throughgoing opening with the inner thread 17, is driven in its base region 18. For this purpose in the base region 18 of the threaded sleeve ~~14~~15, an outer tooth set 20 is provided. The outer set 20 of the threaded sleeve ~~14~~ 15engages in the base region 18 with a worm drive 19. The latter, on the one hand, is driven by the driven moment of the drive motor 11 and through the coupling 7 or the multi-wedge profile connection 9.

Please amend the paragraph bridging pages 13 and 14 as follows:

A transmission cover 21 is located in the lower region of the transmission housing 14. It is deformable by a tensioning path ~~s~~ shown in Figure 3 in a limited range. For this purpose, on the transmission cover 21 at the lower side, abutments 24 are formed symmetrically to the threaded spindle 12. When the threaded spindle 12 travels to its maximum position,

the bearing flange ~~44~~4 abuts with its abutment surface 23 against the lower side of the abutment 24 formed on the transmission housing cover 21.

Page 14, amend the paragraph in lines 3-10 as follows:

A ball body 25 is received in the lower region of the transmission spindle 12. With tensioning element 26, for example a screw or the like, the ball body 25 supported on the lower side of the transmission spindle 12 is fixed in a longitudinal groove 27 of the transmission spindle. Thereby the bearing flange 4 is fixedly connected with the transmission spindle which in turn is non rotatable, since the threaded sleeve 14 is driven via the worm drive and is rotatably moved in turn in the transmission housing ~~12~~14 of the angular transmission 2.

Please amend the paragraph bridging pages 14 and 15 as follows:

Figure 3 shows an enlarged illustration of the abutment or contact region on the transmission with a short lifting path which produces the braking moment, on a significantly enlarged scale. As can be seen from Figure 3, abutments 24 are formed at the lower side of the transmission

housing element 21, or in other words the transmission housing cover. The abutment 24 which is located at the opposite side of the line of symmetry 22 of the threaded spindle 12 is not shown for the reasons of visibility. When the abutment surface 23 of the bearing flange ~~244~~ is moved upwardly so that the surface 23 contacts the abutment 24 on the transmission housing cover 21, the transmission housing cover 21 is deformed by a tensioning ~~angle~~ spath identified with reference numeral 30. Thereby the contact surface 32 formed on the transmission housing cover abuts against the opposite end side of the threaded sleeve 15. This contact location is located preferably at a radius 28 with respect to the axis of symmetry 22 of the threaded spindle 12. Thereby a drive block is produced, so that the braking moment 31 which acts on the threaded spindle 12 is greater than the drive moment of the drive motor 1, which drives the oppositely located, freely traveling angular transmission 3 with a longer lifting path. The braking moment 31 is formed by the radius ~~21~~28 between the line of symmetry 22 and the contact region of the surface 32 at the transmission housing cover 21 and the opposite end surface of the threaded sleeve 15.

Please amend the paragraph bridging pages 15 and 16 as follows:

A reduction of the mechanical loading of the components 15 and 21 during their tensioning over the tensioning path 30 can be obtained in that, the pre-tensioning force can be reduced by forming the threaded sleeve 15 in the region of its abutment surface as well as the ~~valve~~housing cover 21 on its abutment surface 32 with a surface having higher friction coefficient μ. Thereby with a lower pre-tensioning force, a sufficiently high friction force is produced, so that the generation of the braking moment 31 is guaranteed and simultaneously the long-term loading during the tensioning of the ~~valve~~housing cover 21 against the end surface at the threaded sleeve 15 is considerably lowered.

Page 16, amend the paragraph in lines 10-14 as follows:

From the manufacturing point of view it is especially simple when the surfaces 32 of the housing cover 21 and the end surface ~~15~~ of the threaded sleeve 15, in addition to a treatment with a high roughness, can be provided with friction increasing coatings. Therefore, a sufficiently high friction force can be produced.

Please amend the paragraph bridging pages 16 and 17 as follows:

The braking moment 31 which is produced by the contact of the end surface of the threaded sleeve 15 with the transmission housing cover 21 deformed by the tensioning ~~angle s~~path identified with reference numeral 30, operates as a drive block of the drive motor 1, which when not blocked by the braking moment 31 can drive the opposite angular transmission 3 with a higher lifting stroke further, so that it can lead to a tilting of the vehicle seat. With the braking moment produced at reaching of the maximum position of the transmission with the shorter lifting path 2, the drive moment 1 is stopped in accordance with the proposed solution, without the use of further components and parts in an automatic seat height adjustment of a vehicle seat. Thereby it is possible to utilize the angular transmissions 2 and 3 which are produced in a mass production and have different manufacturing tolerances and lifting strokes. The location of the maximum position of the transmission 2 with a shorter lifting path determines the end of the drive movement of the angular transmission 3 which is "free" and not in its abutment position, during the height adjustment of the vehicle seat.